

# Bridgeport Evening Farmer

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## BRIDGEPORT SURVIVOR OF LUSITANIA REVEALS SECRETS OF TRAGEDY

**Crew, Cursing Captain, Refused to Obey His Orders When He Commanded Them to Quit Work of Launching Lifeboats As Giant Liner Listed—Brooks Declares Open Portholes Precipitated Sinking of Vessel Which Otherwise Might Have Reached Irish Coast With Its Great Cargo of Human Lives.**

That the ideal weather conditions prevailing off the coast of Ireland on May 7, when the Lusitania was torpedoed, indirectly contributed to the enormity of the great sea tragedy was the paradoxical statement with which James H. Brooks, 502 Colorado avenue, salesman for the American Chain Co., a Lusitania survivor, prefaced a thrilling story of his adventure on the liner, before a select party of friends in Stratford last evening.

Brooks declares that the calm weather and comparatively high temperature had resulted in the opening of all the port holes of the vessel to within 15 feet of the water line. Consequently, when the torpedoed vessel began to list, there was a tremendous rush of water through the portholes which precipitated the sinking.

Without the water rushing through the portholes, he believes the Lusitania would have been able to ground on the Irish coast. He says, also, that without the open portholes there would not have been such a short time before the vessel listed so as to make the manning of the life boats so difficult.

Brooks revealed, also, facts which he said have been stricken from the official record of the inquiry into the disaster. These had to do with the conduct of the captain and the crew. Brooks declares the captain of the Lusitania ordered his crew to stop lowering the life boats—that everything was "all right." He tells of seeing members of the crew still at work on the life boats, in defiance of the captain's orders, and showering generous curses upon that official's head as they toiled with the life boats.

Brooks spoke last night before the Men's club of the Congregational church, Stratford, at the home of Rev. E. N. Packard, D. D., the pastor.

Coming to the time of the torpedoing, Mr. Brooks told how it was that about 2 o'clock, when he came on the boat deck and met a man and woman who perished. They wanted him to play shuffle-board just before the Lusitania was torpedoed. The sea was perfectly calm, with almost a glassy appearance except for the ripples created by the motion of the 700-foot leviathan, traveling in 350 feet of water.

On the starboard side was the open sea, said Mr. Brooks. Ireland was on the port side.

"We were just about to make a turn towards Queenstown harbor instead of disembarking in tenders as is usual," said he, taking his auditors into the scene of the disaster.

"Note this one thing, it has a material bearing on what later happened: It was a beautifully warm day, above, though the water had tested 52 degrees earlier in the day; every port hole on all decks to within 15 feet of the water line was open.

"I told my friends to wait a minute and that I would be back as I wanted first to get sight of Ireland's shore and then to go below for a few moments and when I came up would bring another couple of players to complete the game.

Saw Torpedo's Course.

"I was just stepping behind the steel sheathed Marconi room when I heard my friends say, 'Brooks, come back a moment.' I turned and saw about 300 yards distant the course of a torpedo, coming at approximately 15 miles an hour. I knew it was coming and noticed that it was going to hit this vessel well forward. So interested was I in the sight—a beautiful one—that I forgot all fear and even went down to the starboard room to see it strike the side of the vessel, believing that it would explode externally and that although it might make a hole it would not sink the vessel. I remember even leaning far outward over the rail to see its exact point of contact.

"I learned later that torpedoes do not explode as I believed.

"In a few seconds the torpedo had struck and disappeared. A fraction of a second later there was a dull roar internally and the forward section of the boat between the funnels seemed to rise up with a shower of coal, splinters and debris of all kinds, flying I should say, about 150 feet in the air.

"My presence of mind seemed to tell me that I should keep behind the steel sheathing of the Marconi room to prevent being hit by the flying pieces of deck and other debris. I had just taken three steps when I was suddenly struck down by a great weight upon the back and literally flattened out upon to deck. I was terribly bruised even beneath the arms, which were thrown above my head. Others had the same experience and later I learned that many of the huge volume of water which always flies upward like a geyser when a torpedo explodes."

The speaker said the couple who were talking with him were thrown flat and, like Brooks, both had coal dust driven right into their skins. All looked like coal heavers.

"For a moment the boat listed over to port and seemed to remain there an indefinite period. It then righted and continued to sink slowly by the bow.

### THE WEATHER

Partly cloudy and colder tonight and Wednesday, moderate northwest to north winds.

## BRIDGE PILES HERE AFTER SEA BATTLE

**Barge Potomac, Carrying Timbers for New Stratford Avenue Span, Is Blown Into Gulf Stream, Loses One of Crew and Drifts Six Days.**

After a perilous voyage from Brunswick, Ga., during which she lost one of her men, and was adrift for several days in the Gulf stream, the barge Potomac, of Baltimore, with a cargo of Carolina pine piles for the new Stratford avenue bridge, entered the harbor last evening in tow of the Annie W. of the Peter Cabel line.

The Potomac with the Hattaras left Brunswick in the tow of the ocean-going tug Wellington, on December 22. Off Frying Pan Shoal, S. C., about 5:30 on the morning of the 23rd, they ran into a northeast gale and during the most furious part of the storm the tug parted company with the barge.

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She was soon picked up and towed into Jacksonville where the Wellington recovered the Hattaras and started on her way once more. The barge was uneventful. The tug left the barge in New York and the Annie W. towed her to this city.

She lost none of her cargo. Captain Morgan is not inclined to be too cautious about the trip but he admits that it was "a bad storm."

## STILES JUDSON MEMORIAL WILL BE BEGUN SOON

**Stratford Board of Finance Seeking Site for Erection of Fountain**

(Special to The Farmer.)

Stratford, Jan. 11.—At a special meeting of the board of finance held last evening at the town hall Judge Howard J. Curtis, who was appointed to select a site for the erection of a memorial fountain in honor of the late Stiles Judson, former state's attorney, according to terms of his will, completed plans for its building.

Three hundred dollars will be paid for the plot of ground on which the monument will stand. Elliott W. Peck, Edward B. Shiffen and Fred Van deBogart were appointed a committee to prepare a suitable dedication of the fountain if they deem such a ceremony desirable. Work will begin immediately.

## Three Uncles Sing Mass at Funeral of Edward Fitzsimmons

An unusually large number of relatives and friends of the late Edward Fitzsimmons attended his funeral at 2:30 this morning from the home of his parents, Mr. and Mrs. Patrick Fitzsimmons of 354 Gregory street and a half hour later from Sacred Heart church where a solemn high mass of requiem was sung. Three uncles of the young man officiated at the services, the Rev. Luke Fitzsimmons of Waterbury singing the mass, assisted by Rev. William Fitzsimmons of New London, as deacon, and Rev. John J. Conway of St. Mary's church, this city, as sub-deacon. Rev. Robert J. Bowen of St. Augustine's church was master of ceremonies and Richard F. Moore, L. D., of Sacred Heart church and Rev. Maurice McAuliffe of Hartford also assisted. The church choir sang the responses to the mass. After the services, Mrs. R. J. Witterwill sang "My Jesus As Thou Wilt." The bearers: Maurice Dwyer, John Lyne, James O'Brien, Fred Ives, Thomas Smith and John Kilbride. Rev. Luke and William Fitzsimmons and Rev. Father Bowen read the committal services at St. Michael's cemetery.

## ENLIST PASTORS TO FIGHT ATLAS IN UPPER COURT

**Universalist Church Won't Bear Brunt of Fight Against Hotel Man**

**BAR MAY BE OPEN PENDING DECISION**

**Counsel for Liquor Dealer Announces Intention of Carrying On Fight**

The Pastors' association will join the Universalist church in fighting Prof. James Atlas, as the latter has decided to appeal from the decision of the county commissioners who yesterday afternoon denied a renewal of the Hotel Atlas liquor license. Although the members of the Pastors' association did not file a remonstrance against the hotel the latter contributed toward the fund raised for legal expenses. They are prepared to lend moral as well as financial aid now that the superior court is called upon to review the evidence.

It was Rev. William W. Rose and his congregation at the Universalist church who bore the brunt of the battle against Prof. Atlas in the hearing before the commissioners. The first M. E. church was not asked to contribute toward the expense fund but in case of an appeal this church will be asked for a contribution. It is near the hotel and the members are anxious to see the license taken away. Rev. George M. Brown of this church proved an important witness for the remonstrants at the hearing.

The county commissioners said this morning that they have not yet received notice that Atlas will appeal from their decision. He has 10 days in which to file an appeal and meanwhile he is allowed, under the law, to keep his place open while the decision on his appeal is pending in the court. The decision of the commissioners, denying the renewal, was not much of a surprise. The weight of the testimony against the applicant caused those who attended the hearings to feel certain that the license was sure to go.

Attorney Daniel E. Brennan, of counsel for Prof. Atlas, stated this afternoon that it had been decided to take an appeal. He said the case would be fought to a finish in the superior court.

## PUBLISHERS OF "MENACE" FACE EIGHT CHARGES

**Officers of Company in Federal Court for Misuse of U. S. Mails**

Joplin, Mo., Jan. 11.—The Menace Publishing company of Aurora, Mo., and several of its officers were called into federal court here for trial on charges of misusing the mails. Indictments were returned against the corporation and Wilbur Phelps, Bruce M. Phelps, Theodore C. Walker and Marvin Brown, alleged to be connected with the corporation, in Joplin on January 12, 1915. The indictments charged violation of that section of the United States penal code prohibiting "the deposit, or causing to be posted for mailing, or delivery, any obscene, filthy, or otherwise publication of indecent character."

Six counts in the indictment were levied against the company, which has been printed in The Menace, a weekly publication, alleged to have been distributed through the United States by the Menace Publishing company. The seventh indictment charged the company with a book entitled "The Pope, Chief of White Slavery; High Priest of Iniquity," of which the defendants were charged with being the distributors. The eighth count charged sending information through the mails as to where the book might be obtained.

## FASANELLA GETS APPOINTMENT AS DEPUTY SHERIFF

**Pease Ends Contest for Job Among Italian Speaking Residents**

County Sheriff Simeon Pease announced this morning that he has appointed Frank Fasanella deputy sheriff in this city. This is the end of the spirited competition for the place. Dan Della, a Republican politician, was anxious to get the position and so was former Deputy Louis E. Richards. Fasanella, who is a young man, had the support of the younger element among the Italian speaking voters and he finally won the berth. The new deputy lives at 295 North Washington avenue. He conducts a saloon at North Washington avenue and Meadow street. There are already four deputies in this city: James Kieran, Thomas J. Cunningham, Wenzel Stogler, and Robert Nichols.

The Coast Guard cutter Seneca has abandoned the search for the Greek steamer Thessaloniki. The steamer is believed to have sunk.

## CONNECTICUT CO. CARS FLTHY, IS DUNBAR'S CLAIM

**Health Inspectors, Without Uniforms, Steal Into Corporation's Barns**

**FIND SHOCKINGLY POOR CONDITIONS**

**Give Officials One Week In Which to Make Them More Sanitary**

Dust-laden, filthy and unquestionably insanitary, are the trolley cars running on the lines of the Connecticut Co., in the streets of this city, according to a report made public today by C. Howard Dunbar, clerk of the board of health.

Every car running through the streets of Bridgeport must be thoroughly cleaned by scrubbing, dusted in a proper manner and be able to pass inspection of the board of health one week from today, otherwise they will be removed from the streets of the city by order of the board and prosecution will follow, according to Dunbar.

Dressed in civilian attire, the three sanitary health inspectors, Dunbar, Louis J. Hilsinger and Michael J. Toomey, visited the car barns on Congress street at 4 o'clock this morning, unknown even to the night watchmen at the barns. The three inspectors passed unnotified into the car barns and in an hour had inspected 110 cars and their presence was known to the despatcher.

Out of the 110 cars inspected, Clerk Dunbar reports finding but two cars that were in passable shape. Hanging strap wooden supports were dusty, windows were dirty, floors were laden with dirt, foul smells permeated the cars, tobacco juice is reported as being visible on the platforms of the cars and the interior of one car was found in a deplorable condition.

Clerk Dunbar says that the officials of the Connecticut Co. were notified to clean the cars a week ago and to see if the order had been complied with, the inspectors made the early morning raid on the car barns.

The number of every car was taken by the inspectors and it was found that cars No. 102 and 108 lettered "New York & Stamford" were the most insanitary of all. Several of the newly purchased cars were also said to be covered with dust.

At the next meeting of the board of health, a set of sanitary rules to be complied with by the officials of the traction company will be drawn up and a copy of them will be forwarded to the superintendent.

The two green cars on the Danbury & Bridgeport trolley line were in a disgraceful condition, according to Clerk Dunbar. These two cars are stored in the barns of the Connecticut Co., but it is said that they are not cared for as they should be according to the contract drawn up between the two companies.

No car cleaners were visible upon the raid of the inspectors and only four men are employed as cleaners. Officials of the company say that they are unable to procure sufficient help to clean the cars but employees of the company say that sufficient wages and treatment are not afforded the employees and that no incentive for them to hold their jobs.

Superintendent Charles H. Chapman pleaded ignorance of the raid made by the Health inspectors. He said that he could not even say whether or not the trolley cars were sanitary and until such time as he could make an investigation he would not discuss the matter.

Clerk Dunbar filed his report with the Health commissioners today and the matter will be held in abeyance for one week when the inspectors will again visit the car barns and see if the order of the board has been complied with. If not, prosecution of the officials of the Connecticut company will follow according to officials of the Health department.

Clerk Dunbar said that the jitney cars were also taking on an insanitary appearance and several of them will be notified to clean up today.

A lunch wagon on Main street and another in East Bridgeport were closed by order of the board of Health this morning. These places have no sewer connection and for this reason they are rated as being insanitary.

## POLICE HUNTING ALLEGED LEADER OF ARMS PLOTS

**Paul Koenig, at Liberty Under Heavy Bail, Is Reported Missing**

New York, Jan. 11.—The police searched today for Paul Koenig, the so-called chief of the Hamburg-American line secret service, who is at liberty under \$50,000 bail on a federal indictment charging him with conspiracy to blow up the Welland canal.

A warrant for Koenig's arrest was issued yesterday by a magistrate charging him with corruptly influencing Frederick Schindl formerly a clerk in the National City bank, to deliver letters and telegrams to Koenig. Schindl was arrested and released on bail some time ago. The new charge against Koenig is a misdemeanor which carries a maximum penalty of three years in the penitentiary. The men say they were unable to find Koenig at a hotel where he was supposed to be living.

## BRITISH OPPOSITION TO ARMY COMPULSION GETS LITTLE SUPPORT

## INVESTIGATION IS ORDERED IN CONSUL'S CASE

**U. S. Probes Anti-German Charges Against Stuttgart Official**

Washington, Jan. 11.—Ambassador Gerard at Berlin, has been authorized by Secretary Lansing to investigate unofficial charges against American Consul Edward Higgins at Stuttgart, alleging that he is pro-British and objectionable to the German government. Should the charges be proved, it was said, Mr. Higgins will be informed that this government will not permit unethical activities on his part. No official charge or complaint has been made against him.

### Investigation Is Begun

Berlin, Jan. 11.—A Wolff Bureau despatch from Stuttgart announces that an official investigation has been begun of the case of Edward Higgins, American consul at Stuttgart. Mr. Higgins was accused by the Staats Zeitung of New York, of unethical and anti-German declarations. The Staats Zeitung's article was reprinted last week by the Cologne Gazette.

## NATIONAL BANKS ELECT NEW MEN THEIR DIRECTORS

**Lyon Goes On First Bridgeport Board and Bell On City National**

Annual elections in the three national banks of Bridgeport took place today with few changes. Chief of these were in the First Bridgeport National bank, where F. N. Benham, Jr., was elected to the vacant position of president, succeeding to the office of the late Mr. Benham, who died last week. The number of directors was increased to 380.

A French battle aeroplane, armed with 3.5 centimetre guns, was compelled by German fire to land near Woumen, south of Dixmude, in Belgium. The aeroplane and its occupants, unhurt, are in German hands. A British biplane was shot down in an aerial encounter near Tournai, Belgium.

### British Ship Sunk

London, Jan. 11.—The British steamer Clan Macfarlane, of 4,822 tons, has been sunk in the Mediterranean. There are no details of the sinking.

Paris, Jan. 11.—The French official report of this afternoon states that the German offensive undertaken on Sunday in Champagne by at least three German divisions, was a complete failure, the Germans being driven out of all the positions which they had seized, with the exception of a small rectangle to the west of Maisons De Champagne.

## 'PAPER' FORGED BY CASHIER TO HIDE SHORTAGE

Southampton, Conn., Jan. 11.—The bogus securities found among the assets of the Southampton National bank and which it is alleged were forged by the cashier, are the late Louis K. Curtis secured as funds, are for the most part short term notes running for a period of less than six months each, according to information given out today. These notes have been declared forged and have been taken away by national bank officers.

Another discovery made today was that of a set of rubber stamps similar to those used for endorsement on commercial paper. This was a set independent of the stamps used in the bank business and was found in a closet in the rooms of Curtis over the bank.

Mr. Wells said that at the annual meeting of the stockholders of the bank today no assessment was levied against the stock on account of the acts of Curtis. Mr. Wells was asked if any trace of the money taken or realized on the bad notes had been found and he replied that as yet there was no trace of it.

### WOULD INVESTIGATE JUDICIARY

Washington, Jan. 11.—Senator Cummins, Republican, introduced a resolution today to direct the judiciary committee to investigate and report on the number of Federal judges who cannot properly discharge their duties and recommend how they may be supplanted.

### HALF-MILLION DOLLAR FIRE IN OTTUMWA, ILL.

Ottumwa, Ill., Jan. 11.—Half a million dollars damage was caused today by a fire which started in the Friedman department store and consumed that and four other stores in the heart of the business district.